

BookletChartTM

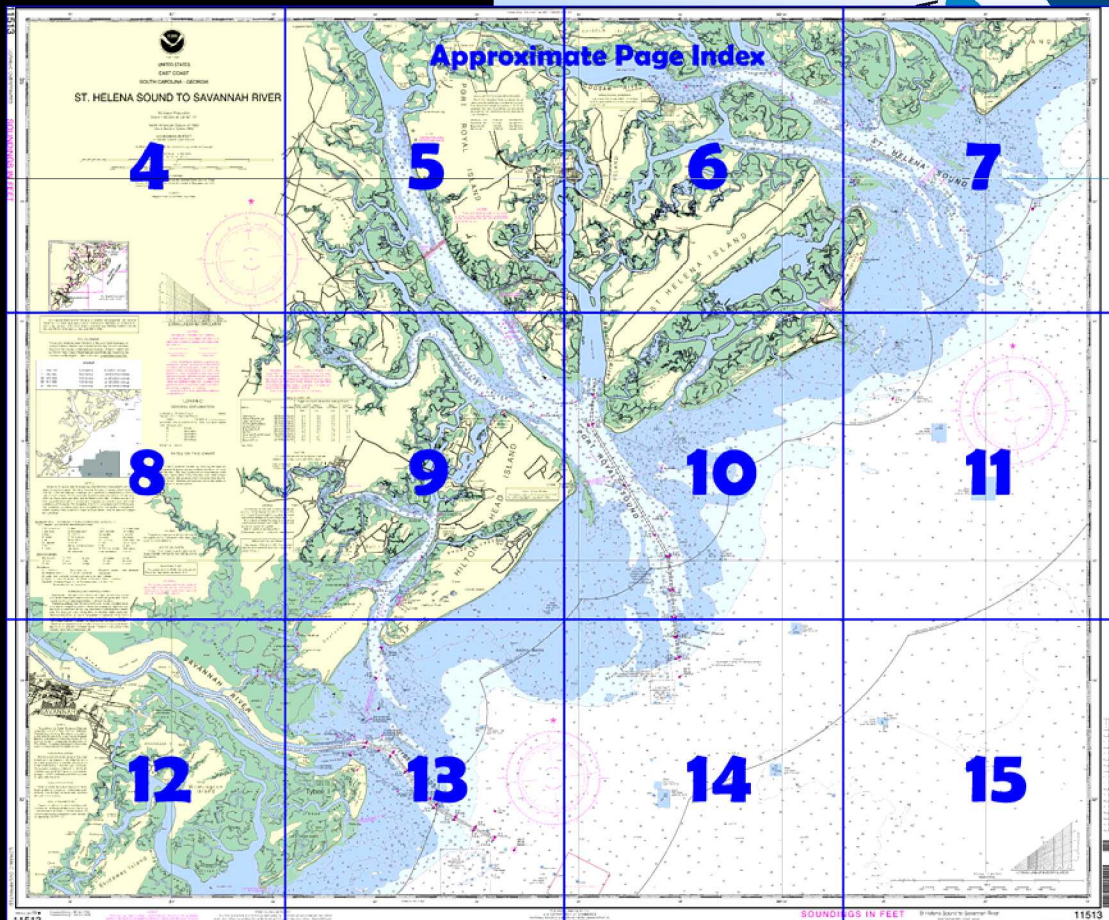
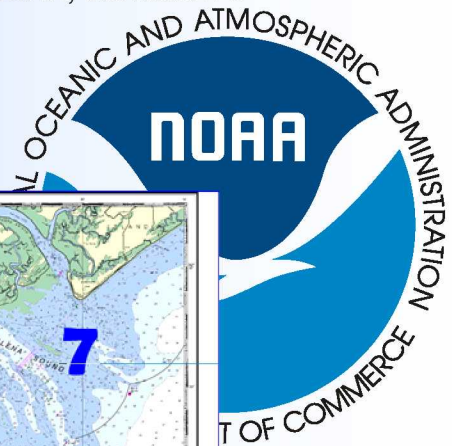
St Helena Sound to Savannah River

(NOAA Chart 11513)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

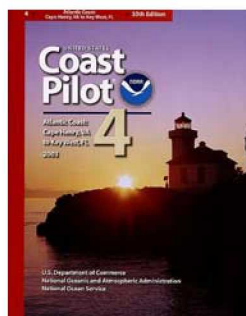
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 7]

(20) The entrance to **St. Helena Sound** is between **Bay Point**, the southern extremity of **Edisto Island** and **Hunting Island**. The 132-foot Hunting Island Light (32°22'30"N., 80°26'18"W.), and the elevated tank on the northern part of Hunting Island make good landmarks. There are several channels through the shoals which extend 6 miles seaward from the sound entrance. The buoyed channel had a depth of 15 feet; caution is advised. A survey revealed depths of 1 foot to

14 feet less than those charted across the entrance to St. Helena Sound. Caution is advised.

(24) **South Edisto River**. The approach to the river is marked by buoys. The river above its junction with **Dawho River** is known as **Edisto River**. **Big Bay Creek** is unmarked and empties into the east side of South Edisto River above Bay Point. It has been reported that small craft

have run aground at night when making Big Bay Creek from the northward by using the lights on **Edisto Beach** as guides.

(25) **Edisto Beach State Park** is 2 miles northeast of Bay Point. A marked channel into South Edisto River, 3 miles southeastward of Bay Point, has depths of 12 to 16 feet over the ocean bar.

(27) The Intracoastal Waterway leads through South Edisto River from landcuts at **Fenwick Cut** and **Watts Cut**. This section of the river is marked in accordance with Intracoastal Waterway markings. The depth from Bay Point to the Intracoastal Waterway at Fenwick Cut was 10 feet, and from Watts Cut to **Willtown Bluff** the depth was 10 feet.

(28) The river is entered from the Intracoastal Waterway; the entrance from the ocean is rarely used. Currents at the entrance have a velocity of 2 knots.

(29) A draft of 3 feet can be taken for 8 miles above Willtown Bluff to **Jacksonboro**.

(30) **Ashepoo River** flows into St. Helena Sound from northward on the west side of **Otter Islands**. A bridge over the river, 13 miles above the mouth, has a clearance of 20 feet. The side piers of a former bridge are used as fishing piers. Mariners are advised to navigate with caution, because depths vary greatly in the river.

(31) **Coosaw River** is irregular in depth, partly because of the phosphate dredges which once operated here.

(38) Morgan River flows into St. Helena Sound from westward. The river is 8 miles long and at its head connects with Chowan Creek; at the divide this passage is nearly dry at low water where Route 21 bridge has a 28-foot fixed span with a clearance of 4 feet. **Coffin Creek**; the depth was 2 feet across the bar at the mouth, thence 8 feet in midchannel to the plant. On **Village Creek**, 0.8 mile above Coffin Creek, there are two shrimp-packing plants where diesel fuel and supplies may be obtained, in an emergency. Using local knowledge, a depth of 5 feet was available from the entrance to the shrimp-packing plants 1.5 miles upstream. **Edding Creek**, is 1.5 miles west of Village Creek. The depth in the creek was 5 feet for 2.5 miles.

(39) On **Jenkins Creek** are two shrimp-packing plants on the east side of the creek 1.5 above the mouth. The depth was 11 feet to these plants where diesel fuel, water and ice can be obtained in an emergency.

(40) On the Morgan River, west of Jenkins Creek, a marina has berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station, launching ramp and wet and dry storage.

(78) Broad River extends northwest 16 miles. The river is not difficult to navigate as far as Whale Branch, 13 miles above the entrance. A **danger zone** of a pistol range is on the west side of Parris Island. Route 170 bridge with a clearance of 12 feet crosses Broad River 7 miles above the entrance.

(79) The Seaboard System Railroad bridge, which crosses Broad River 15 miles above the entrance and 2 miles above the junction with Whale Branch, has a clearance of 7 feet. **Pocotaligo River**, **Tulifiny River**, and **Coosawhatchie River** are shallow streams which empty into the head of Broad River.

(80) **Whale Branch** had a depth of 4.1 feet to Route 21 bridge; thence 5 feet to Coosaw River. The Seaboard System Railroad bridge over the branch, 4 miles from Broad River, has a clearance of 5 feet. The Route 21 bridge, 1.5 miles above the railroad bridge, has a clearance of 20 feet.

(81) **Brickyard Creek** connects Coosaw River with Beaufort River to the south and is a link in the Intracoastal Waterway.

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

Corrected through NM Apr 22/06
Corrected through LNM Apr 18/06

CAUTION

Southwest Channel Entrance is subject to continual change

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Charleston, SC	KHB-29	162.550 MHz
Savannah, GA	KEC-85	162.400 MHz
Beaufort, SC	WXJ-23	162.450 MHz
Metter, GA	WWH-25	162.425 MHz

INTRACOASTAL WATERWAY

Use charts 11518 and 11507. The channel depths and markers are not completely shown hereon.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTES

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

SAVANNAH RIVER

The project depth is 36-38 feet to Savannah. For controlling depths use chart 11512.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

PORT ROYAL SOUND

The project depth is 27-24 feet to Port Royal. For controlling depths use chart 11516.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.737" northward and 0.609" eastward to agree with this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) o (Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Charleston, South Carolina and Savannah, Georgia. Refer to charted regulation section numbers.

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7980.....79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary
EXAMPLE: 7980-Y

RATES ON THIS CHART

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	N nun	R TR radio tower
Al alternating	IQ interrupted quick	OBSC obscured	Rot rotating
B black	Is isophase	Oc occulting	s seconds
Bn beacon	LT HO lighthouse	Or orange	SEC sector
C can	M nautical mile	Osc oscillating	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
	Mo morse code	R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:

11513

LORAN-C OVERPRINTED

SOUNDINGS IN FEET

05'

81°

55'

Huguenins t



UNITED STATES
EAST COAST
SOUTH CAROLINA - GEORGIA

ST. HELENA SOUND TO SAVANNAH RIVER

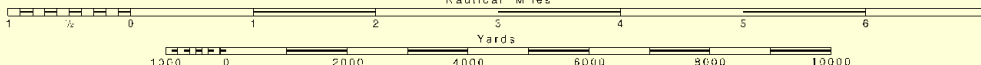
Mercator Projection
Scale 1:80,000 at Lat 32° 15'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

SCALE 1:80,000
Nautical Miles

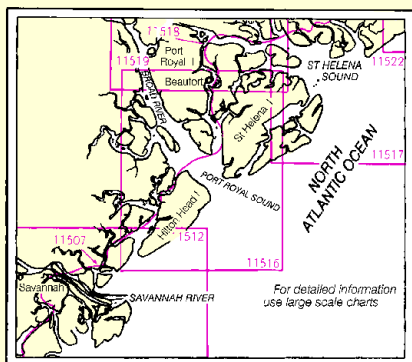


AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

HEIGHTS

Heights in feet above Mean High Water.



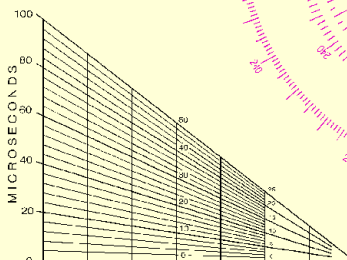
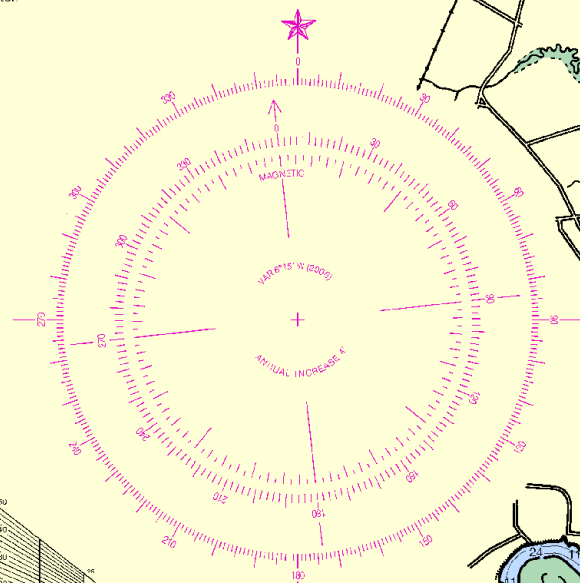
For detailed information
use large scale charts

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SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE



LORAN LINEAR INTERPOLATOR

CAUTION

SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area
submarine pipelines and

Joins page 8

4

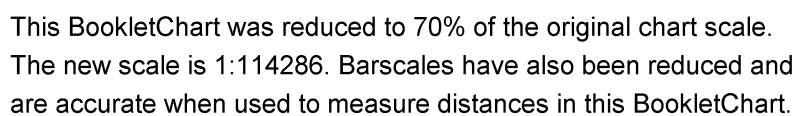


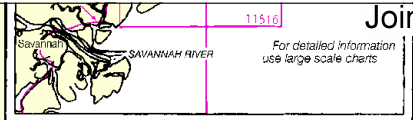
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SCALE 1:80,000
Nautical Miles

See Note on page 5.







Joins page 4

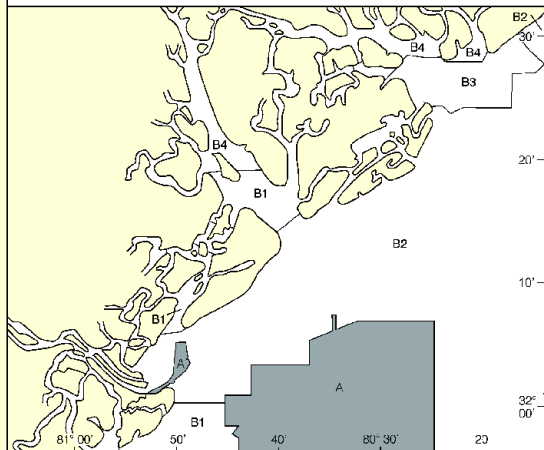
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SOURCE

A 1990-2003	NCS Surveys	full bottom coverage
B1 1990-1996	NCS Surveys	partial bottom coverage
B2 1970-1989	NCS Surveys	partial bottom coverage
B3 1940-1969	NCS Surveys	partial bottom coverage
B4 1900-1939	NCS Surveys	partial bottom coverage



NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9 nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

ABBREVIATIONS (for complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

ASRQ aeronautical	G grog	N nun	R TR radio tower
A alternating	IQ interrupted quick	OBSC obscured	Rot rotating
B black	lec isophase	OC occulting	s seconds
Hn helicon	LT HO lighthouse	Or orange	SEC sector
C can	M nautical mile	OSC oscillating	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
F flashing	Mir marker	Rd Ref radar reflector	WHIS whistling
	Mo Morse code	R 3n radiobeacon	Y yellow

Bottom characteristics:

Bld: boulders	Co coral	gy gray	Oya oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs green	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED entrance doubtful	PA position approximate	Hip hip	

(1) Wreck, rock, obstruction, or other object closer to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COURTESY: International Regulations for Preventing Collisions at Sea, 1972

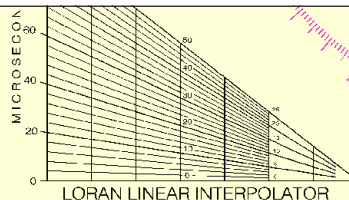
Demarcation lines are shown thus:

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in sunken or derelict objects in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.



LORAN C

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

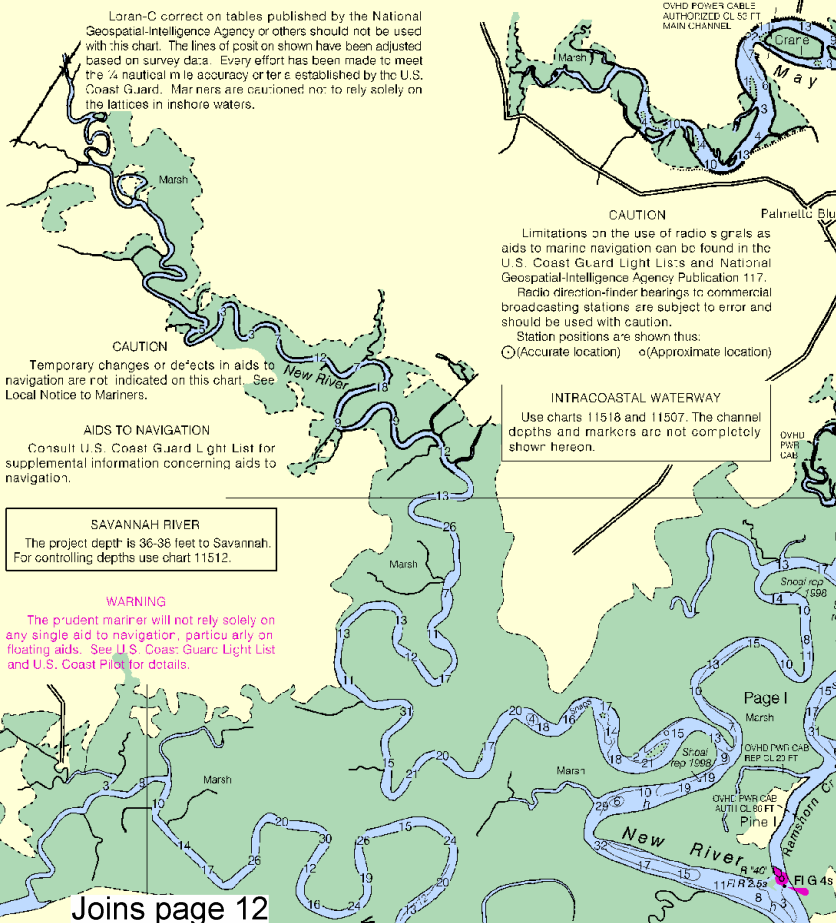
LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY: 100kHz
PULSE REPETITION INTERVAL: 79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 7980-Y

RATES ON THIS CHART

Loran-C correct on tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy or better established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.



NOTE A

Navigation regulations are published in the Notice to Mariners. Information regulations may be obtained at the 7th Coast Guard District in Miami, Fla. of the District Engineer, Corps of Engineers, South Carolina and Savannah, Georgia. Refer to charted regulation section.

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height or Mean High High Water foot
Otter Island	(32°28'N/80°26'W)	6.6
Harbor River Bridge	(32°24'N/80°27'W)	6.7
Fripp Inlet Bridge	(32°20'N/80°28'W)	6.7
Port Royal Plantation	(32°13'N/80°40'W)	6.8
Balleys Landing	(32°21'N/80°33'W)	8.7
Braddock Point	(32°07'N/80°30'W)	7.3
Bluffton	(32°14'N/80°31'W)	8.6
Savannah River Entrance	(32°02'N/80°34'W)	7.5
Savannah River	(32°05'N/81°06'W)	8.5
Beaufort River	(32°26'N/80°41'W)	8.0

(Mar 2004)

CAUTION

Improved channels shown by subject to shoaling, particularly

OVDH POWER CABLE AUTHORIZED CL 50 FT MAIN CHANNEL

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

INTRACOASTAL WATERWAY

Use charts 11518 and 11507. The channel depths and markers are not completely shown hereon.

Joins page 12

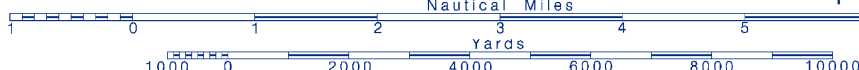
8

North

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.

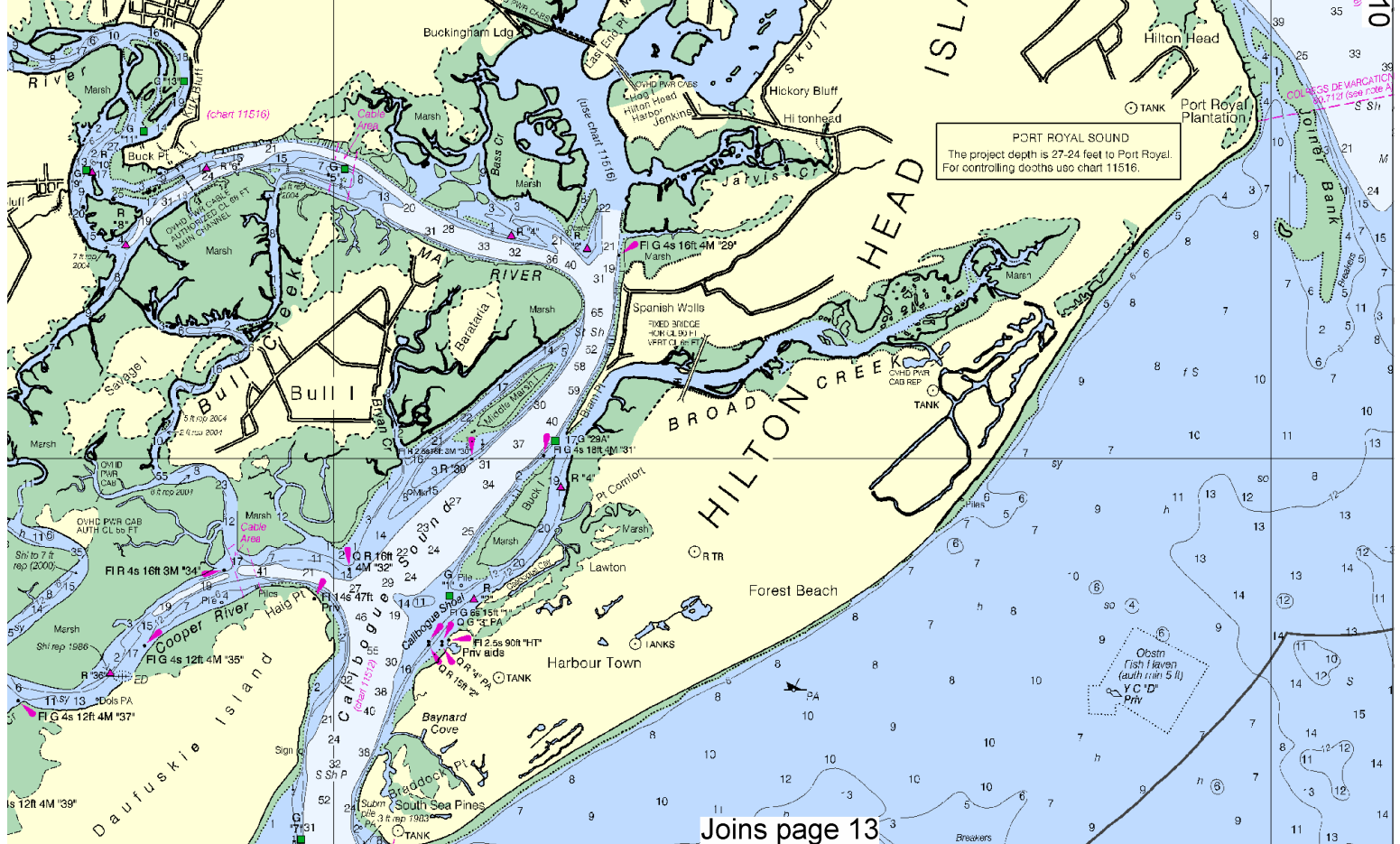


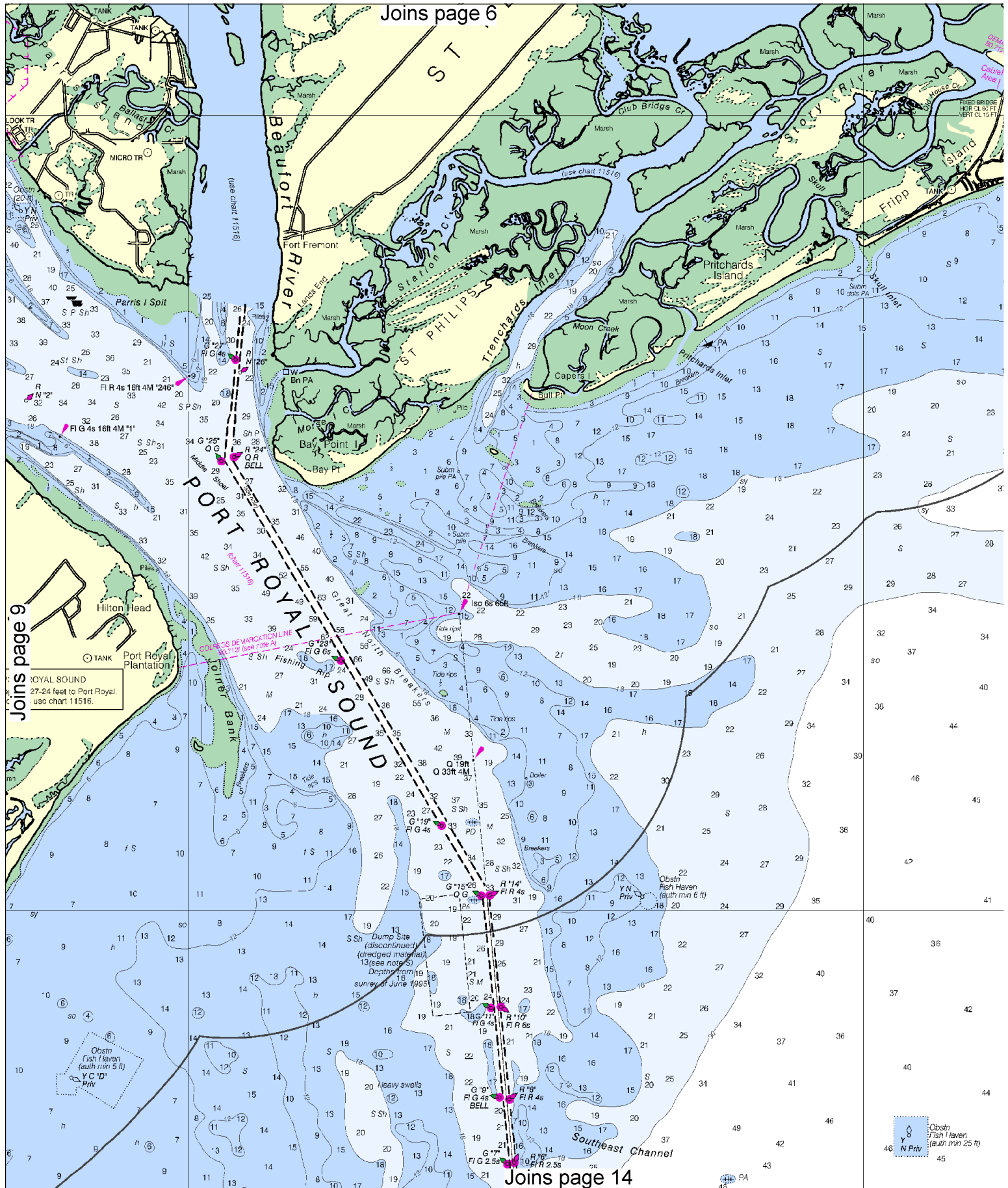
published in Chapter 2, U.S. Navy Hydrographic Office, Washington, D.C., or at the Office of the Commander, U.S. Navy Hydrographic Office, Charleston, S.C.

Information referred to datum of soundings (MLLW)

Height	Mean High Water	Mean Low Water	Extreme Low Water
feet	feet	feet	feet
3	5.4	0.2	-3.5
7	6.3	0.2	-3.5
7	6.3	0.2	-3.0
8	6.3	0.2	-3.0
9	6.3	0.2	-3.0
9	6.9	0.2	-4.5
9	8.2	0.2	-4.5
5	7.1	0.2	---
5	8.1	0.2	-4.5
5	7.6	0.2	---

by broken lines are likely at the edges.





Joins page 6

Joins page 9

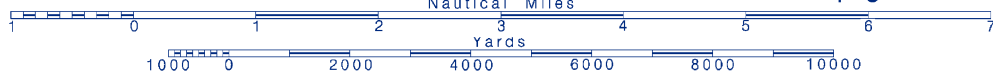
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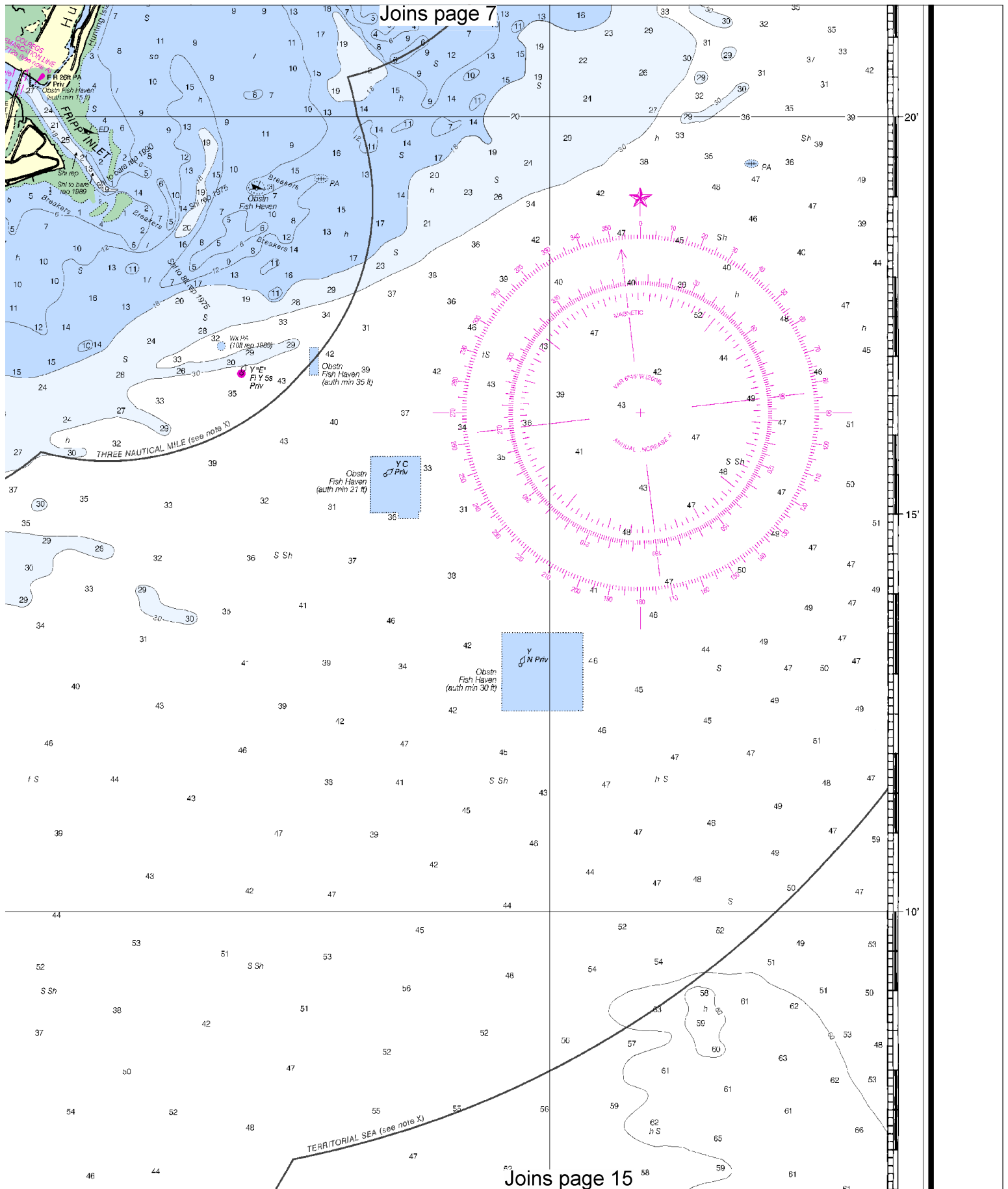


Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





Joins page 15

AUTH: authorized
 ED: evidence doubtful
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings
 COURTES: International Regulations for Preventing Collisions at Sea, 1972
 Demarcation lines are shown thus:

Joins page 8
 object depth is 30-35 feet to Savannah
 rolling depths use chart 11512

WARNING
 The prudent mariner will not rely solely on any single aid to navigation; particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HURRICANES AND TROPICAL STORMS

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RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

LORAN-C OVERPRINTED

25th Ed., Apr/06

Corrected through NM Apr 22/06
 Corrected through LNM Apr 18/06

11513

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

PRINT-ON-DEMAND CHARTS

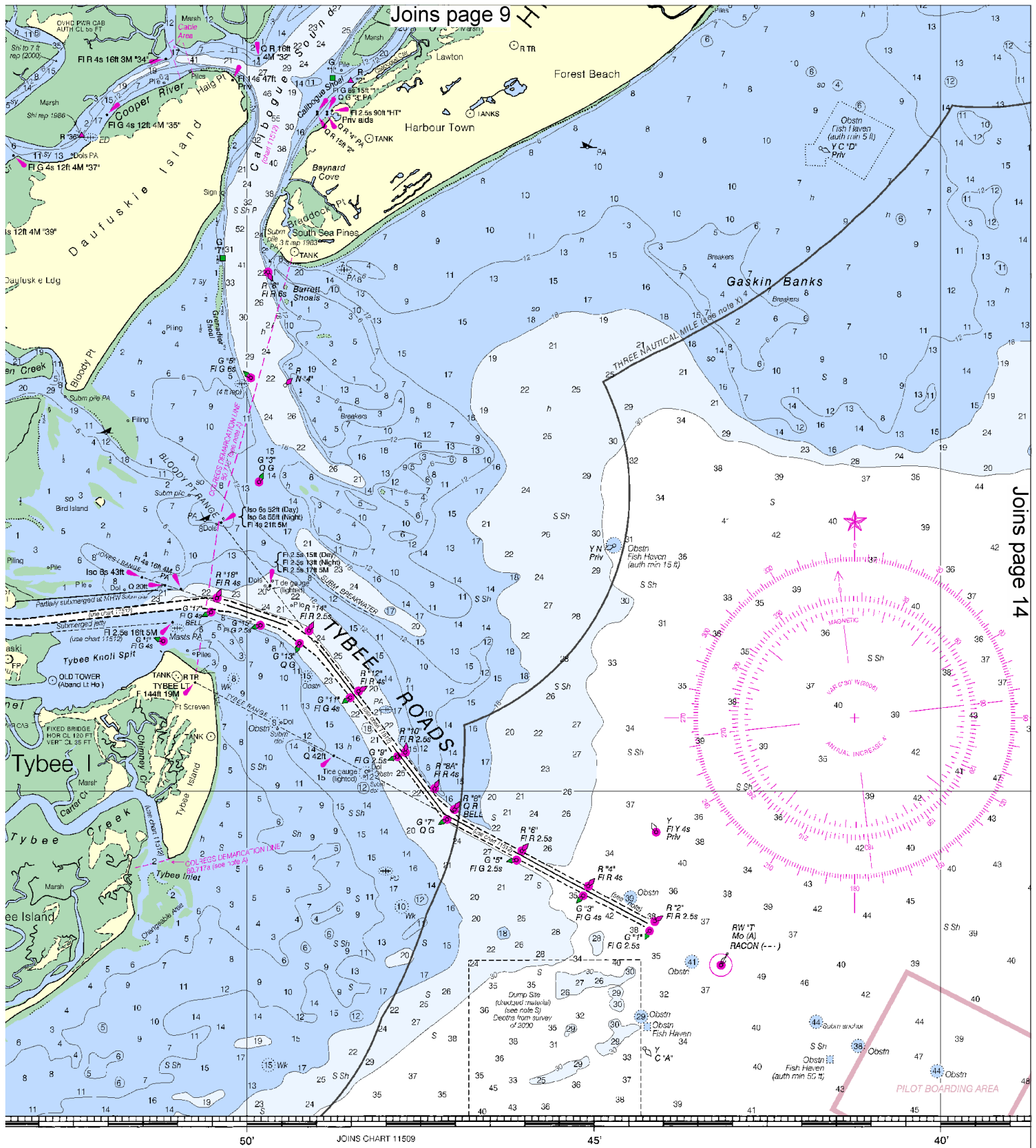
This chart is available in a version updated weekly by NOAA for Notices to Corrections. Charts are printed when ordered using Print-on-Demand technology available 5-8 weeks before their release as traditional NOAA charts. Ask your Print-on-Demand charts.

Printed at reduced scale.

SCALE 1:80,000

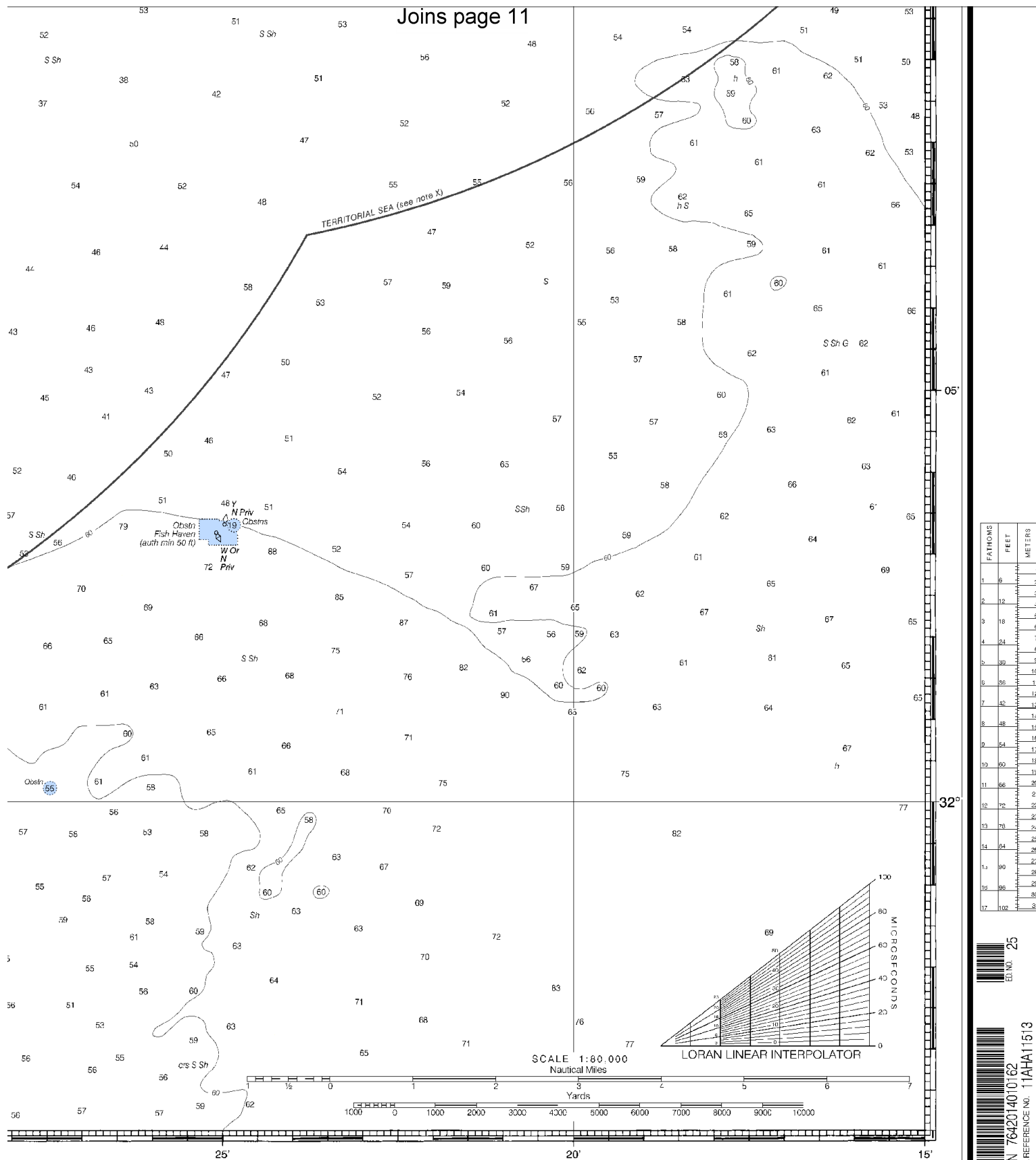
See Note on page 5.





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COAST SURVEY



NDINGS IN FEET

St Helena Sound to Savannah River

SOUNDINGS IN FEET - SCALE 1:80,000

11513

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Charleston – 843-724-7616

Coast Guard Tybee – 912-786-5440

Coast Guard Atlantic Area Cmd – 757-398-6390

SC Dept. of Natural Resources – 800-922-5431

GA Dept. of Natural Resources – 800-241-4113

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.